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**MARYLAND PORT ADMINISTRATION  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	47.6	52.9	64.6	36.3	25.9	26.5	253.8
System Preservation Minor Projects	25.6	29.1	23.3	28.9	23.1	21.0	151.0
<b><u>Development &amp; Evaluation Program</u></b>	<u>4.8</u>	<u>6.4</u>	<u>4.1</u>	<u>1.1</u>	<u>1.0</u>	<u>1.1</u>	<u>18.5</u>
SUBTOTAL	78.0	88.4	92.0	66.3	50.0	48.6	423.3
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>3.5</u>	<u>4.0</u>	<u>4.1</u>	<u>4.3</u>	<u>4.4</u>	<u>4.5</u>	<u>24.8</u>
TOTAL	81.5	92.4	96.1	70.6	54.4	53.1	448.1
Special Funds	81.5	92.4	96.1	70.6	54.4	53.1	448.1
Federal Funds	-	-	-	-	-	-	-

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**STATUS:** Placement operations and monitoring are underway and will continue for the life of the project.

**PROJECT:** Hart-Miller Island Related Projects

**DESCRIPTION:** Hart-Miller Island is an 1,140 acre, two cell containment island, off shore from Baltimore County. The island has been in continuous operation as a dredge disposal site since 1984. The southern part of the island is being prepared for recreational use. The dikes on the north cell were raised by 16 feet in FY 1997 to increase capacity by 30 million cubic yards, giving the site an additional 12 years of operational life. In addition, this project provides for operation of Hart-Miller Island, and monitoring the quality of water released from the site.

**JUSTIFICATION:** The disposal capacity of the island is needed to allow maintenance dredging of the Port's harbor and shipping channels. The capacity is also needed for selected harbor and channel improvement projects planned for the Port. Continued use of Hart-Miller Island represents one of the most cost efficient dredge disposal options available. Use of the site for the maintenance of the Port's channel ensure the safe and efficient operation of approximately 2,000 ships calling the Port each year.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Dredge Placement and Monitoring -- Line 2  
Dredge Material Disposal and Placement Options Program -- Line 16

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost increased \$4.0 million due to the addition of FY 2007.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	5	5	0	0	0	0	0	0	0	0
Engineering	4,667	2,284	369	293	645	348	358	370	2,383	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	59,693	36,650	4,890	3,774	3,349	3,661	3,600	3,769	23,043	0
Total	64,365	38,939	5,259	4,067	3,994	4,009	3,958	4,139	25,426	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003, 5004, 5005, 5007, 5010, 5013



**STATUS:** Funds will be allocated as specific placement sites for dredged material are identified. The construction contract for Poplar Island Restoration, Phase I, is complete; Phase II started in the Spring of 2001. The Cox Creek Dike construction project should start in FY 2002.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** \$22.4 million was added to FY 2007 for continuation of dredging program. However, the overall six-year program period was reduced due to the national economic slowdown, resulting in only a \$3.0 million increase over the FY 2001-FY 2006 CTP. (See Page A-11)

**PROJECT:** Dredge Placement and Monitoring

**DESCRIPTION:** This project involves the placement and monitoring of dredge material for enhancement and maintenance dredging of Baltimore Port channels and beneficial use projects commencing within the six-year program schedule. Costs associated are for construction of containment sites, monitoring during placement, and dredging for channel preservation and enhancement.

**JUSTIFICATION:** The Governor's Strategic Plan for Dredge Material Management identified either specific sites and projects, or types of sites or projects, for future dredge material placement. This program will fund the construction and monitoring during the development of selected sites. With approximately 2,000 ships a year calling on the Port of Baltimore's shipping lanes, there is a need to maintain the channels for the port to remain competitive and increase economic development.

**SMART GROWTH STATUS**

- ☒ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

[Hart-Miller Island Related Projects -- Line 1](#)

[Dredge Material Disposal and Placement Options Program -- Line 16](#)

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	391	391	0	0	0	0	0	0	0	0
Engineering	3,088	2,794	294	0	0	0	0	0	294	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	203,053	54,792	25,373	23,215	28,056	27,313	21,894	22,410	148,261	0
Total	206,532	57,977	25,667	23,215	28,056	27,313	21,894	22,410	148,555	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5101, 5103, 5104, 5206, 5207, 5208, 5209, 5210, 5211,  
5213, 5214, 5215, 5218, 5221, 5300, 5301, 5302, 5304,  
5305, 5306



**STATUS:** This project is being designed with customer input; construction began in FY 2001.

**PROJECT:** Roll-On/Roll-Off (RoRo) Hub Facility, Phase I

**DESCRIPTION:** Two large Ro-Ro lines have recently merged and plan to consolidate their North Atlantic cargo at Port of Baltimore. This requires a 50 acre facility with the potential to expand to 150 acres in the future. Phase I establishes a large Hub Facility for Ro-Ro cargo with proper pavement, fencing/security, gates, lighting, and rail access. Phase II will expand the facility to 100 acres and provide additional covered storage and processing facilities. The current project entails only Phase I.

**JUSTIFICATION:** Ro-Ro is a niche cargo identified in MPA's Strategic Plan. The Port of Baltimore's inland location (near many manufacturers in the mid-west) makes continued growth for this commodity likely. The Port of Baltimore currently has more Ro-Ro market share than any other East Coast port. Both of the lines are familiar and pleased with Baltimore's transportation infrastructure. This project has a very positive economic impact.

**SMART GROWTH STATUS**

- ☒ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost increase of \$3.7 million due to potential additional facilities.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,700	4,126	8,874	700	0	0	0	0	9,574	0
Total	13,700	4,126	8,874	700	0	0	0	0	9,574	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Completed.

**PROJECT:** Masonville Auto Facility, Phase I

**DESCRIPTION:** The MPA is developing a new marine terminal at a site in the Fairfield area of Baltimore City called Masonville. The Masonville Marine Terminal will involve 121 acres. The development is to be undertaken in phases; Phase I involves development of approximately 50 acres at the rear of the site; Phase II involves development of the remaining acres at the front of the site. The intent is to develop Masonville as a port facility for the handling of automobiles and roll-on/roll-off cargoes. The current project entails only Phase I of the terminal.

**JUSTIFICATION:** The Port of Baltimore is presently a major port for the importation and exportation of automobiles and roll-on/roll-off cargoes. Baltimore is among the top three largest ports in the U.S. in the handling of automobile trade, and has targeted this business as a major growth area for the Port. The MPA has received several inquiries and requests regarding additional automobile storage area in the Port.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	100	100	0	0	0	0	0	0	0	0
Engineering	1,329	1,329	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,970	20,770	200	0	0	0	0	0	200	0
Total	22,399	22,199	200	0	0	0	0	0	200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**USAGE:** 43 acres

**OPERATING COST IMPACT:** Operating cost recovered through tenant lease agreement

Construction dollars are being funded through the Maryland Transportation Authority with repayment from the Department.

1400



**STATUS:** Completed.

**PROJECT:** Dundalk Marine Terminal Lot 400 Warehouse

**DESCRIPTION:** An additional warehouse is necessary to meet customer demands at the Port. This warehouse will be 108,000 square feet, with 30-foot eaves, 1,200 pounds per square foot load, and truck and railroad access. Its location, close to the berth, is necessary to keep labor and operational costs low.

**JUSTIFICATION:** Forest Products are identified as one of the niche cargoes in the MPA Strategic Plan, and it continues to be a success for the Port. In 2000, this commodity grew 28% at Baltimore, while the North Atlantic Port average was only 22%. The existing warehouses are at capacity and more cargo can be obtained if additional warehouse space is available. Increased cargo will have a positive economic impact to the region. The MPA Facilities Plan identified this Forest Products warehouse as a high priority need for forecasted cargo.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,674	5,559	1,115	0	0	0	0	0	1,115	0
Total	6,674	5,559	1,115	0	0	0	0	0	1,115	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Requesting permits; construction should start in FY 2002.

**PROJECT:** Fruit Pier Fill - South Locust Point Marine Terminal

**DESCRIPTION:** Prevent further deterioration of the bulkhead. Fill in the unused Fruit Pier Slip at South Locust Point and pave for container storage.

**JUSTIFICATION:** The Fruit Slip is no longer used as a vessel berth. Its bulkheads are badly deteriorated, showing early signs of collapse and in need of complete reconstruction. However, reconstruction of existing bulkheads would be unwise since the Slip is obsolete and an obstacle to circulation and efficiency at the terminal. It should be filled and paved to improve circulation and make additional area for cargo storage.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**  
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** New project.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,600	0	1,150	7,170	1,280	0	0	0	9,600	0
Total	9,600	0	1,150	7,170	1,280	0	0	0	9,600	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0





**STATUS:** This project started in early 2001, and will be completed in FY 2002.

**PROJECT:** Seagirt Marine Terminal Berth IV Container Storage

**DESCRIPTION:** This project prepares the final 14 acres at Berth IV Seagirt Marine Terminal for container storage. It includes utilities, paving, lighting and striping. (Does not include wharf or cranes). Containers account for 70% of the MPA's tonnage, and as other commodities grow at the Dundalk Marine Terminal, Seagirt is the logical terminal for container growth. The surcharge removal from Seagirt will be used to raise and level an area at the Dundalk Marine Terminal for cargo storage.

**JUSTIFICATION:** Seagirt handles only containers and although it's 10 years old, it is still considered one of the best facilities on the East Coast with some of the most efficient cranes and operations. This site is immediately adjacent to the berths at Seagirt Marine Terminal; the site's proximity to vessels enables lower operating cost. DMT Lots 1501 and 1602 are currently unusable for cargo storage due to unstable soils. This project will provide an additional 18 acres for automobile storage.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

[Seagirt Marine Terminal Berth IV Expansion -- Maryland Transportation Authority](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** This project has been moved to the Maryland Transportation Authority program and is being shown here for informational purposes only.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,600	4,397	8,203	0	0	0	0	0	8,203	0
Total	12,600	4,397	8,203	0	0	0	0	0	8,203	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0





**STATUS:** Design is underway. Construction of Berths 5 and 6 to start in FY 2002.

**PROJECT:** Rehabilitation of Berths 1-6 at Dundalk Marine Terminal

**DESCRIPTION:** The western bulkhead at Dundalk Marine Terminal was part of the original Harbor Municipal Airport dating back to the 1920's. It was last rehabilitated during the 1960's. This project will plan and design the work needed (in a phased approach) to renew and deepen the berths to meet future cargo and vessels needs. Heavy cargo vessels have grounded on the bottom at low tides. The berths will be designed to allow dredging to an eventual depth of 50 feet; at this time the berths will be drafted to 42 feet. The first phase funds reconstruction of Berths 5 and 6. Berths 3 and 4 are next.

**JUSTIFICATION:** Berth 1-6 are essential to the Port because they handle a variety of cargoes, i.e. automobiles, forest products, roll-on/roll-off, other breakbulk (van packs) and passengers from cruise vessels. Age and harsh marine environment demands require these berths be rehabilitated before they become unstable. The other berths at Dundalk Marine Terminal (7-13) are not viable alternatives since they are used for other cargo (containers) and are too distant from the warehouses and automobile lots. Identified as the highest priority infrastructure needed by the MPA Facilities Plan.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Construction delayed from FY 2001 to FY 2002 due to the national economic slowdown.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	809	509	300	0	0	0	0	0	300	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,205	5	2,020	6,100	9,080	0	0	0	17,200	0
Total	18,014	514	2,320	6,100	9,080	0	0	0	17,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**USAGE:** Increase in vessel calls.



**STATUS:** Several business opportunities face the Port of Baltimore in the near future. This warehouse will accommodate those needs.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost reduced \$4.5 million and construction delayed from FY 2002 to FY 2004 due to design changes from a refrigerated warehouse to multi-purpose niche cargo warehouse.

**PROJECT:** Niche Cargo Warehouse , Shed 6B

**DESCRIPTION:** To provide covered storage of niche cargoes at MPA terminals. This versatile facility is to be approximately 108,000 square feet, with 30-foot eaves, 1,200 pounds per square foot floor load, and truck and rail access. Location near the berths is necessary to keep labor and operational costs low due to the very competitive nature of the East Coast markets. The warehouse will be located at Lot 600 at Dundalk Marine Terminal.

**JUSTIFICATION:** Only 18% of MPA warehouse area is considered "state of the art", and only 12% are less than 20 years old. Many of the cargo commodities in the MPA's Strategic Plan require covered storage, i.e. breakbulk/machinery, forest products, and some steel and RoRo products. During the first half of 2000, MPA terminal's forest products increased 28%, steel gained 14%, and RoRo market share increased 2.1% to be more than 50% of the East Coast market. Additional covered storage space is necessary for continued growth.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,600	0	0	0	5,000	2,600	0	0	7,600	0
Total	7,600	0	0	0	5,000	2,600	0	0	7,600	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Project is dependent upon Maryland Transportation Authority's decision concerning use of the Canton warehouse site.

**PROJECT:** Intermodal Container Transfer Facility Improvements

**DESCRIPTION:** Make improvements at Seagirt Marine Terminal's Intermodal Container Transfer Facility (ICTF) to increase rail service to the Port. This includes: connecting track to join Canton Railroad and Norfolk Southern Railroad track, obtaining the Canton warehouse site and constructing container storage, construct additional rail tracks, and gate improvements.

**JUSTIFICATION:** This will allow port customers to take advantage of greatly improved rail service to the mid-west, and it will allow for dual-rail access to the ICTF. Norfolk Southern RR is new to the Port and is very aggressive in trying to attract cargo. They have ambitious plans to make improvements to Conrail's old lines and to haul more freight and they were a very willing partner in our Maersk/SeaLand bid. Expanding the ICTF will improve services to the port's customers. Increasing freight movement via rail will reduce highway traffic, congestion and air pollution.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

[Doublestack and Other Rail Improvement Study -- Line 18](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost reduced \$2.5 million due to scope changes and refined design estimates. Construction delayed to FY 2004 due to the national economic slowdown.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,500	0	0	0	8,500	0	0	0	8,500	0
Total	8,500	0	0	0	8,500	0	0	0	8,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Program to begin in FY 2002.

**PROJECT:** Protective Land Acquisition Program , Phase I

**DESCRIPTION:** This multi-year program provides for the purchase of property in the immediate vicinity of the port to ensure their availability in future years; it also protects property that might be in threat of development to ensure compatible land-use around the port. The first purchase is to be 25 acres adjacent to MPA terminals.

**JUSTIFICATION:** Additional terminal space drives the need for these property acquisitions. Obtaining property adjacent to existing terminals is the most efficient way to expand, because existing berths, cranes, access channels, and other existing infrastructure can be used. The ability to buy land that is an income generating and adjacent to MPA-owned land is rare. The Facilities Plan identifies the need for additional cargo storage space.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Funds deleted due to the national economic slowdown (See Page A-11).

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,972	1,872	100	0	0	0	0	0	100	0
Total	1,972	1,872	100	0	0	0	0	0	100	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1805, 1810, 3115



**STATUS:** Under design.

**PROJECT:** North American Paper Hub

**DESCRIPTION:** At South Locust Point Marine Terminal, construct warehouse facilities near the berth with rail and truck loading access. Warehouse is to have 30-foot eave height and 1,500 pounds per square foot floor load. Improve rail on the terminal with additional storage tracks.

**JUSTIFICATION:** A partnership of world-class northern European paper producers and shippers will consolidate their North American paper imports to one terminal complex. Paper volumes of 550,000 tons are forecast to arrive by both container and breakbulk vessels. (During FY 2000, MPA imported 308K tons of paper; this is a 53% increase over FY 1999.)

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Construction delayed to FY 2003 due to the national economic slowdown.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,724	9	0	4,600	8,715	2,400	0	0	15,715	0
Total	15,724	9	0	4,600	8,715	2,400	0	0	15,715	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0





**STATUS:** The site has been surcharged and stabilized. Construction to begin in FY 2002.

**PROJECT:** Forest Products Warehouse Lot 5B

**DESCRIPTION:** Construct a 108,000 square foot warehouse with truck and rail loading docks, near berth 5 at Dundalk Marine Terminal for Forest Products. This project follows a minor project, which includes utility relocation and surcharge to stabilize the site. The surcharge stays in place for a period of time to compress the subsoil.

**JUSTIFICATION:** Forest Products have continued to be a success story at the Port of Baltimore. Our customer is eager to get additional covered storage for wood pulp, because its tonnage grew 4.2% in 2000. Site stabilization is necessary for the warehouse to support heavy rail cars and large warehouses with floor load ratings of 1,200 pounds per square foot.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**  
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,500	0	2,450	7,050	0	0	0	0	9,500	0
Total	9,500	0	2,450	7,050	0	0	0	0	9,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**OPERATING COST IMPACT:** Operating cost recovered through tenant lease agreement.





**STATUS:** Project to be completed in FY 2002.

**PROJECT:** Autoprocessor Expansion at Dundalk Marine Terminal

**DESCRIPTION:** Make improvements to about 74 acres at Dundalk Marine Terminal (DMT). Improvements include paving, construction of high mast lighting matrix, installation of a drainage system, and erection of perimeter fencing.

**JUSTIFICATION:** The relocation of an auto account from the New York/New Jersey area requires improvements to 74 acres of DMT. The MPA signed an agreement with an auto processor, which guarantees their processing a minimum of 510,000 vehicles over a five-year period starting on January 1, 2001. This agreement can be renewed for an additional five-year term. Also, the auto processor is required to make numerous additional improvements to their processing facility at DMT.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA  
☐ Grandfathered
 ☐ Project Outside PFA; Subject to Exception  
☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**POTENTIAL FUNDING SOURCE:** ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,575	3,105	470	0	0	0	0	0	470	0
Total	3,575	3,105	470	0	0	0	0	0	470	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**USAGE:** 74 acres.

**OPERATING COST IMPACT:** Operating cost are recovered through tenant lease agreement.

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND PORT ADMINISTRATION - LINE 15

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2002 and Prior</u></b>		
	<b><u>All Terminals</u></b>		
1	Deck Repairs, DMT and SLP (1709)	101	Complete
2	Replacement Electrical/Communication Sys. Manhole (1700)	1,925	Complete
3	Damage and Claims Reimbursements (1723)	79	Complete
4	Overheight Detector - SHA (1726)	271	Complete
5	Underground Storage - Additional (1714)	240	Complete
6	Berth Substructure Repairs (1710)	986	Complete
7	Pavement Marking (1705)	17	Underway
8	Portwide Paving (1704)	165	Underway
9	Berth Substructure Repairs All Terminal (1716)	388	Underway
10	Agency Wide Tenant Alteration II (1728)	107	Underway
11	Agency Wide Tenant Alteration - III (1731)	300	Underway
12	Cargo Handling Equipment - RTG (3003)	8,382	Underway
13	Paving Repairs (1703)	2,388	Underway
14	Underwater Structure Inspection (1722)	100	Underway
15	Crane Painting and Repair (1732)	60	Spring, 2002
16	Marylynn Electrical (1727)	60	Spring, 2002
17	Terminal Security (1733)	785	Spring, 2002
	<b><u>Dredging - General</u></b>		
18	DNPOP Facilitator (5223)	50	Underway
	<b><u>Dundalk Marine Terminal</u></b>		
19	1st Street Lot 1702 Paving (1007)	1,403	Complete
20	Lot 500 Stabilization - DMT (1015)	1,058	Complete
21	Structural Crane Inspection (1019)	473	Complete
22	Boom Strengthening Hitachi Crane (1018)	1,700	Complete

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2002 and Prior (cont'd)</u></b>		
	<b><u>Dundalk Marine Terminal (cont'd)</u></b>		
23	Fenders at DMT (1037)	198	Complete
24	Shed Stairway Replacement (1045)	99	Complete
25	Perimeter Security System (1031)	644	Underway
26	Retrofit M&R Building (1038)	356	Underway
27	Shed 11 and 12 Roofs (1012)	1,295	Underway
28	Shed 6 Lighting (1021)	119	Underway
29	Communication Replacement - DMT (1034)	1,750	Underway
30	Dundalk Marine Terminal O&M (1011)	470	Underway
31	Emergency Crane Repair - #9 (1060)	30	Underway
32	Slope Protection Colgate Creek (1023)	350	Underway
	<b><u>Environmental</u></b>		
33	Soil Treatment (1106)	207	Complete
34	Ground Water Treatment (1104)	750	Underway
35	Leachate Management - Hawkins Point (1105)	150	Underway
36	15th St Storm Drain Cleaning (1103)	2,640	Underway
37	Chrome Ore Removal (1102)	200	Underway
38	Hawkins Point O&M (1707)	270	Underway
	<b><u>Facilities and Equipment</u></b>		
39	Crane Festoon System, Cables and A/C (3008)	205	Complete
40	Gantry Crane (3005)	82	Complete
41	Yard Hustler (3006)	117	Complete
42	Snow Removal Equipment (3010)	500	Complete
43	Boom Truck (3009)	200	Complete
44	Crane Maintenance Building Refurbishing (3011)	86	Underway

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)**

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2002 and Prior (cont'd)</u></b>		
	<b><u>Facilities and Equipment (cont'd)</u></b>		
45	Railroad Crane Inspection and Construction (3106)	270	Underway
46	Crane Electrical Rehabilitation - Cranes 5 & 11 (3013)	600	Spring, 2002
47	Vacuum Sweeper Truck (3200)	115	Spring, 2002
	<b><u>Masonville Auto Terminal</u></b>		
48	Kurt Iron Environmental Phase I (Formerly Fairfield Auto Term. Rem.) (1210)	1,216	Underway
49	Fairfield Mooring Dolphin (1720)	580	Spring, 2002
50	Fairfield Pier Extension (1718)	2,000	Spring, 2002
	<b><u>North Locust Point</u></b>		
51	Pier 3 Shed Lighting Upgrade (1804)	121	Underway
	<b><u>Open-Ended Consulting</u></b>		
52	Open Ended Contract - Hydrographic Survey STV (1201)	112	Complete
53	Open Ended Contract - Hydrographic Survey - JMT (1202)	100	Complete
54	Open Ending Consulting - Open Ended (1207)	1,243	Complete
55	Open Ended Consulting - Facility Survey (1212)	100	Complete
56	RTG Design (1121)	25	Complete
57	Open Ended Engineering Contract (1204)	1,830	Complete
58	Open Ended Engineering Services (1205)	2,036	Complete
59	Open Ended Engineering Services (1206)	996	Complete
60	Open Ended Consultant - Facility Survey (1214)	36	Complete
61	Claims Analysis (1213)	63	Underway
62	Open Ended Consulting - Facilities (1219)	1,327	Underway
63	Open Ended Misc Engineering Services (1218)	1,000	Underway

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)**

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u><b>FY 2002 and Prior (cont'd)</b></u>		
	<u><b>Open-Ended Consulting (cont'd)</b></u>		
64	STV, Moffatt and Nichol Design - Open Ended (1217)	2,435	Underway
	<u><b>Port - Wide</b></u>		
65	Document Management System - Procurement (3109)	108	Complete
66	Back-up Generator - Telephone System (3111)	23	Complete
67	Port Cost Study Update (3113)	24	Complete
68	Terminal Operating System (3108)	4,396	Complete
69	Open Ended Studies - Planning (3112)	75	Underway
70	Cruise Analysis (3118)	100	Spring, 2002
71	Environmental Web Page (3117)	15	Spring, 2002
	<u><b>Seagirt Marine Terminal</b></u>		
72	Crane Maintenance Building - SMT (1302) Transferred to MdTA	503	Complete
73	Seagirt Paving (1300) Transferred to MdTA	3,708	Complete
74	Back-up Generator - SMT Telephone System (1314)	8	Complete
75	SMT/ICTF Sign Bidge (1313)	4	Complete
76	SMT Canopy (1312)	83	Underway
77	Crane 3 Trolley Rails - SMT (1317)	200	Spring, 2002
78	Reefer Outlets (1309) Transferred to MdTA	345	Spring, 2002
	<u><b>South Locust Point</b></u>		
79	Deck Repair Overlay Pier 4/5 (1800)	1,891	Complete
80	Signage - SLP (1606)	197	Complete
81	Cargo Shed Expansion (1600)	71	Complete
82	SLP Berth 9, 10 and 11 (1803)	20	Complete

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2002 and Prior (cont'd)</u></b>		
	<b><u>South Locust Point (cont'd)</u></b>		
83	SLP Shed - New Ventilation and Lighting (1604)	750	Underway
	<b><u>World Trade Center</u></b>		
84	Restroom Modifications - WTC (1506)	967	Complete
85	WTC Capital Improvements (1520)	40	Complete
86	WTC- Test of Riser Cables (1515)	13	Complete
87	WTC - Agency Wide Tenant Alternations (1517)	293	Underway
88	WTC - Expansion Joints (1519)	375	Underway
89	Emergency Power and Fire Alarm (1505)	1,736	Underway
90	Fire/Life Safety Code - Elevator Enhancements (1514)	912	Underway
91	Tenant Renovation - Meridian WTC (3107)	310	Underway
92	WTC - HVAC (1511)	3,000	Underway
93	ADA Improvements - WTC (1510)	1	Spring, 2002
94	Building Security (1524)	1,500	Spring, 2002
	<b><u>FY 2003</u></b>		
	<b><u>All Terminals</u></b>		
95	Paving Repairs (1703)	2,134	Summer, 2002
96	Agency Wide Tenant Alteration III (1731)	1,480	Summer, 2002
97	Crane Painting and Repair (1732)	390	Summer, 2002
98	Underwater Structure Inspection	100	Fall, 2002
	<b><u>Dundalk Marine Terminal</u></b>		
99	Dundalk Marine Terminal O&M (1011)	500	Summer, 2002
100	High Mast Lighting - Phase II DMT (1051)	1,200	Summer, 2002



# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

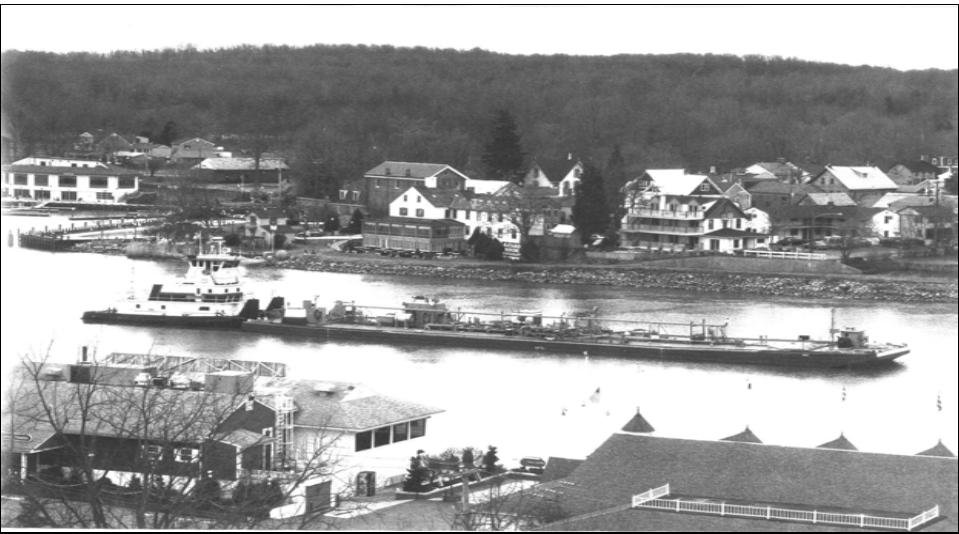
## **MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)**

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2003 (cont'd)</u></b>		
	<b><u>Dundalk Marine Terminal (cont'd)</u></b>		
101	Demolition - Sheds 3A and 3B (1032)	3,700	Summer, 2002
102	Communication Replacement DMT (1034)	940	Summer, 2002
103	Shed 201 Conversion - DMT (1042)	3,400	Summer, 2002
104	Demolition of Airport Tower and B1 (1035)	700	Fall, 2002
	<b><u>Environmental</u></b>		
105	Chrome Ore Removal (1102)	200	Summer, 2002
106	Hawkins Point O&M (1707)	250	Summer, 2002
107	15th St Storm Drain Cleaning (1103)	150	Summer, 2002
108	Ground Water Treatment (1104)	730	Summer, 2002
109	Leachate Management - Hawkins Point (1105)	150	Summer, 2002
	<b><u>Facilities and Equipment</u></b>		
110	Railroad Crane Inspection and Construction (3106)	121	Summer, 2002
	<b><u>Masonville Auto Terminal</u></b>		
111	Kurt Iron Clean-up and Capping (1719)	2,440	Summer, 2002
112	Fairfield Pier Extension (1718)	1,421	Summer, 2002
	<b><u>Open-Ended Consulting</u></b>		
113	Job Order Contracting (1215)	250	Summer, 2002
114	Claims Analysis (1213)	25	Summer, 2002
115	Portwide Engineering I (1220)	1,000	Fall, 2002
116	Portwide Engineering II (1221)	1,000	Fall, 2002
117	Portwide Engineering III (1222)	500	Fall, 2002

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)**

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2003 (cont'd)</u></b>		
	<b><u>Open-Ended Consulting (cont'd)</u></b>		
118	Portwide Engineering IV (1223)	500	Fall, 2002
	<b><u>Port - Wide</u></b>		
119	Temporary Cruise Terminal (3119)	750	Fall, 2002
120	Open Ended Studies - Planning (3112)	200	Fall, 2002
	<b><u>World Trade Center</u></b>		
121	Fire/Life Safety Code - Elevator Enhancements (1514)	1,564	Summer, 2002
122	Tenant Renovation - Meridian WTC (3107)	310	Summer, 2002
123	WTC - Plaza Security (1521)	65	Summer, 2002
124	Fire Pumps and Domestic Water Systems (1509)	1,717	Summer, 2002
125	WTC - HVAC (1511)	2,726	Summer, 2002
126	WTC - Lobby Improvement (1513)	900	Fall, 2002



**STATUS:** The Army Corp of Engineers deferred making a decision until FY 2004.

**PROJECT:** C&D Canal Deepening

**DESCRIPTION:** Detailed planning by the USACE has been deferred until at least FY 2004. The MPA and Corp of Engineers will continually monitor vessel traffic and Canal usage patterns. Existing funding is for ongoing analysis and studies.

**JUSTIFICATION:** Modifications to the C&D Canal are necessary to allow passage of larger vessels requiring deeper drafts. The C&D Canal is the shortest route with fastest transit times to Baltimore for vessels coming from or going north.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☒ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**  
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** \$600,000 was removed from the 6-year program, pending Army Corp of Engineer's decision.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,248	1,602	174	57	177	75	80	83	646	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,248	1,602	174	57	177	75	80	83	646	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Feasibility studies are underway.

**PROJECT:** Dredge Material and Placement Options Program

**DESCRIPTION:** Conduct detailed studies with the US Army Corp of Engineers to identify and assess additional dredged material placement sites emphasizing beneficial uses of dredged material for projects such as island and shoreline reclamation. Establish baseline environmental conditions at Pooles Island and other open water placement sites as a yard stick for change due to disposal operations.

**JUSTIFICATION:** Containment capacity in Baltimore is completely committed. The MPA must identify placement sites and uses for future dredge material. Studies and investigations are necessary to implement the Governor's Strategic Plan for Dredge Material Management.

**SMART GROWTH STATUS**

- ☒ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**  
[Hart-Milller Island Related Projects - Line 1](#)  
[Dredge Placement and Monitoring - Line 2](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** With open water disposal restricted as an option for the placement of dredge materials, program cost increased \$4.3 million due to the addition of dredge material placement feasibility studies.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	16,414	6,597	2,802	2,968	2,798	406	413	430	9,817	0
Engineering	13,886	5,922	1,824	3,335	1,085	585	565	570	7,964	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	30,300	12,519	4,626	6,303	3,883	991	978	1,000	17,781	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5100, 5200, 5204, 5216, 5217, 5219, 5220, 5400, 5401, 5402



**STATUS:** Complete.

**PROJECT:** Doublestack and Other Rail Improvements

**DESCRIPTION:** The project includes planning and engineering studies to improve rail services at the Port, including providing infrastructure for doublestacking service. The infrastructure improvement required for doublestack transportation include increasing tunnel clearance and removal of overhead obstacles. The Port of Baltimore is one of the few East Coast ports that cannot be served by doublestack trains handling high cube containers. This is an increasingly economical way for the railroads to handle intermodal freight.

**JUSTIFICATION:** Upgraded rail service will increase the Port of Baltimore's competitiveness. With more efficient inland transportation, trade through the Port could increase. Enhanced rail service may reduce traffic, congestion and maintenance on Maryland's highway system.

**SMART GROWTH STATUS**

- ☒ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

[Intermodal Container Transfer Facility Improvements -- Line 10](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	100	100	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	100	100	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0